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REPORT

CD NO.

NO. OF PAGES 2

**NO. OF ENCLS.
(LISTED BELOW)**

**SUPPLEMENT TO
REPORT NO.**

THIS IS UNEVALUATED INFORMATION

- | Railroad District | Date in May | | | | | |
|-------------------------------|-------------|------------|------------|------------|------------|------------|
| | 12 | 16 | 20 | 24 | 27 | 31 |
| Berlin | 9,8 | 10,9 | 11,1 | 9,7 | 8,3 | 8,0 |
| Cottbus | 4,4 | 4,8 | 5,2 | 6,3 | 5,5 | 5,2 |
| Dresden | 4,8 | 5,3 | 5,1 | 4,5 | 4,0 | 4,9 |
| Erfurt | 5,4 | 5,7 | 4,2 | 3,4 | 3,9 | 4,1 |
| Greifswald | 6,4 | 7,8 | 8,5 | 8,3 | 9,7 | 11,4 |
| Halle | 4,8 | 4,5 | 4,8 | 3,9 | 3,8 | 5,7 |
| Magdeburg | 7,3 | 6,9 | 6,3 | 4,7 | 4,3 | 4,3 |
| Schwerin | 5,0 | 5,1 | 5,0 | 5,8 | 6,7 | 6,3 |
| Summe für East Germany | 6,0 | 6,3 | 6,0 | 5,4 | 5,2 | 5,8 |

- | Date in
May | Coal for Locomotives | | | Shop Coal | |
|----------------|----------------------|------------|----------------|----------------|-----------------------|
| | Hard Coal | Brown Coal | Raw Brown Coal | Raw Brown Coal | Brown Coal Briquettes |
| 12 | 36,563 | 63,680 | 9,359 | 20,157 | 21,471 |
| 16 | 42,556 | 59,485 | 10,248 | 20,082 | 21,531 |
| 20 | 45,826 | 49,536 | 9,379 | 19,727 | 21,805 |
| 24 | 46,475 | 38,409 | 9,268 | 19,791 | 21,361 |
| 27 | 49,499 | 31,081 | 8,596 | 19,196 | 21,023 |
| 31 | 54,742 | 22,422 | 8,822 | 19,376 | 22,023 |

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3. The following amounts of coal, expressed in briquettes units (BU), were consumed by locomotives between 12 and 31 May:

<u>Date in May</u>	<u>Tons</u>	
12	21,003	
16	20,913	
20	21,066	
24	20,910	
27	22,299	
31	20,082	3

1. Comment. Compared to the last reported period of 5 May with 5 days' requirements, total coal stocks increased to 5, 8 days' requirements on 31 May. Although the coal situation slightly improved during the preceding months, coal stocks available still do not permit large-scale transportation operations. The coal situation still depends largely on regular coal imports from Poland.
2. Comment. The hard coal proportion of total coal stocks amounted to 71 percent on 31 May as against 42 percent reported previously.
3. Comment. The daily coal consumption quotas were normal.

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CLASSIFICATION

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT CD. NO.

COUNTRY East Germany DATE, DISTR. 8 August 1955
 SUBJECT Coal Situation of the East German Railroads NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

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DATE OF
INFOSUPPLEMENT TO:
REPORT NO:

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
 OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793
 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-
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1. the following coal stocks, expressed in
 daily requirements, were available to the GDR railroads between 12 and
 31 May 1955:

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Railroad District	Date in May					
	12	16	20	24	27	31
Berlin	9,8	10,9	11,1	9,7	8,3	8,0
Cottbus	4,4	4,8	5,2	6,3	5,5	5,2
Dresden	4,8	5,3	5,1	4,5	4,0	4,9
Erfurt	5,4	5,7	4,2	3,4	3,9	4,1
Greifswald	6,4	7,8	8,5	8,3	9,7	11,4
Halle	7,3	7,5	7,2	3,9	3,8	5,7
Magdeburg	7,3	6,9	6,3	4,7	4,3	4,3
Schwerin	5,0	5,1	5,0	5,8	6,7	6,3
Reserve for East Germany	6,0	6,3	6,0	5,4	5,2	5,8

2. the following coal stocks, expressed in
 tons, were available to the GDR railroads between 12 and 31 May:

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Date in May	Coal for Locomotives			Shop Coal	
	Hard Coal	Brown Coal	Raw Brown Coal	Raw Brown Coal	Brown Coal Briquettes
12	36,563	63,680	9,359	20,157	21,471
16	42,556	59,485	10,248	20,082	21,531
20	45,826	49,536	9,379	19,727	21,805
24	46,475	38,409	9,268	19,791	21,361
27	49,499	31,081	8,536	19,196	21,023
31	54,749	28,959	9,230	19,376	20,556

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STATE	NAVY	NSRB	DISTRIBUTION			
ARMY	AIR	FBI				

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3. The following amounts of coal, expressed in briquettes units (BU), were consumed by locomotives between 12 and 31 May:

<u>Date in May</u>	<u>Tons</u>	
12	21,003	
16	20,913	
20	21,066	
24	20,910	
27	22,299	
31	20,082	3

1. ☐ Comment. Compared to the last reported period of 5 May with 5 days' requirements, total coal stocks increased to 5.8 days' requirements on 31 May. Although the coal situation slightly improved during the preceding months, coal stocks available still do not permit large-scale transportation operations. The coal situation still depends largely on regular hard coal imports from Poland.
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